

COUNCIL
AGENDA

SPECIAL
COUNCIL

Jul 12, 1978



City of Mississauga

MEMORANDUM

Kathy

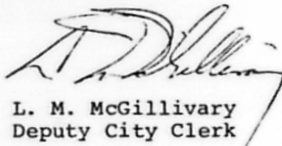
To All Members of Council From Mr. L. M. McGillivray
Dept. All Department Heads Dept. Deputy City Clerk

1978 07 07

Re: Special Meeting of Council
File 83-78

A special meeting of Council will be held on 1978 07 12 preceding the special General Committee meeting for the purpose of awarding the following contracts:-

- 1/ TR 14 1978 - Snack Bar and Boating Concessions -
Lake Aquitaine Park
- 2/ TR 34 1978 - Supply and Installation of Outdoor
Tennis Courts, Ice Rink and Ancillary
Building at Burnhamthorpe Community
Centre


L. M. McGillivray
Deputy City Clerk

LMM/pj

City of Mississauga

MEMORANDUM

or and Members of Council,

From: Lyle F. Love,
Dept: Recreation and Parks

General Committee of Council
Page 2
1978 07 11

July 11, 1978

SUBJECT: LAKE AQUITAINE CONCESSIONS

GIN: Council Resolution 341, dated June 12, 1978

- COMMENTS:
- (1) Council's Resolution directed the Commissioner of Recreation and Parks to negotiate with Mr. D. Kartzali and Lionel and Catherine Sampson regarding a contract for the operation of the boating and snack bar concessions at Lake Aquitaine.
 - (2) As a result of extensive discussions, it has been established that both of the parties are amenable to the contract the Recreation and Parks Department, with the full co-operation of the Legal Department, is proposing, and are both anxious to put the concessions into operation.
 - (3) The bids originally were \$25.00 per month apart; Mr. Kartzali bidding \$275.00 per month and the Sampsons \$250.00 with, in both cases, the cost of utilities being added on to the basic amount.
 - (4) The discussions indicated that Mr. Kartzali has no connection with the Meadowvale Community whereas the Sampsons live just a stone's throw from the concession building. They also showed that Mr. Kartzali, while not having previous experience in the type of operation proposed for Lake Aquitaine, has many irons in the fire with other operations. On the other hand, the Sampsons do not have other ventures to divide their interest.
 - (5) Mr. Sampson is a Mississauga Fireman (since October, 1977), previously with Metro Toronto police, however, we do not feel this proposes a conflict of interest.

CONCLUSION: We feel the City and Park users will probably receive a personalized service from the Sampsons and the difference between the two bids is not that significant.

BY-LAW AVAILABLE

RECOMMENDATION:

- a) That the Lake Aquitaine concessions be awarded to Lionel and Catherine Sampson.
- b) That a By-law to authorize the Mayor and City Clerk to execute a contract between the City and Lionel and Catherine Sampson for the operation of the Lake Aquitaine Concessions be enacted.


Lyle F. Love,
Commissioner,
Recreation and Parks Department

WW

Attachment

c.c. City Manager

RECEIVED
7207

17-78
21-78
DEPARTMENT

.....2



City of Mississauga

MEMORANDUM

R-2

To The Mayor and Members of Council,

From Lyle F. Love,

Dept. _____

Recreation and Parks

July 12, 1978

SUBJECT:

BURNHAMTHORPE COMMUNITY CENTRE - OUTDOOR
ARTIFICIAL ICE RINK, TENNIS COURTS AND
ANCILLIARY BUILDING, TENDER TR 34-1978

ORIGIN:

Council Resolution No.703, dated November
28, 1977.

COMMENTS:

Two bids were received on Tuesday, July 11,
1978 for above tender call. They were:

Court Contractors Ltd.	\$269,650.00
AGA Construction Limited	\$347,577.00

The available construction budget for the
project is \$205,000.00 (\$225,000.00 was
approved in Capital Budget but \$20,000.00
is required for equipment and fees.) The
spread between available funds and bids is
considered to be too great to award the
contract at this time.

CONCLUSION:

There are possibly some areas where economies
can be effected. These should however be
approached with caution and investigated very
thoroughly to ensure that the quality of the
facility is not reduced.

RECOMMENDATION:

That an in depth tender evaluation be made with
the low bidder, Court Construction Ltd., during
the next two weeks with a firm recommendation
being made to General Committee on August 2,
1978.

Lyle F. Love,
Commissioner

WW

TO BE RECEIVED

R1

To M. H. SPENCE

The committee of Southdown Orchards Area Residents Assn. approached as many of its residents as possible to discover their views on the new Official Plan for the City of Mississauga. As a result of this, 209 (two hundred and nine)* households signed a petition showing their objections to the New Plan, the petition is attached.

This, I hope, gives you an idea of the feelings of our area.

Yours sincerely

Keith R Bark

KEITH BARK
President SOARA.

*Note there are approximately 350 households in the area covered by SOARA.

IT IS THE VIEW OF THE UNDERSIGNED THAT THE ADOPTION
OF A NEW OFFICIAL PLAN FOR THE CITY OF MISSISSAUGA
EXCLUDING PHASED DEVELOPMENT CONTROLS, AS PROPOSED BY
CITY COUNCIL ON FRIDAY JUNE 2ND 1978, WOULD NOT BE
BENEFICIAL TO THE CITY OF MISSISSAUGA NOR THE
RESIDENTS THEREOF

NAME	ADDRESS
V Nembrand	840 Embassy Ave
J. Brown	828 Embassy Ave
Mr. Feltz	818 EMBASSY AVE
Griselotti	812 Embassy Ave.
James Danie	788 Embassy Ave.
John Knickrik	786 Embassy Ave.
Francis Moir	770 Embassy Ave
J. Reiter	776 Embassy Ave
A Place	776 Embassy Ave.
B. Hamielec	764 Embassy Ave.
Ray Johnson	762 Embassy Ave
Walter Johnson	762 " " " "
Ray Skirless	792 " " "
Ed. Harkley	792 " " "
John	2013 Carrera Ave.
W. Brown	1974 Carrera Lane
M. Desjardins	1970 Carrera Lane
C. Desjardins	967 Carrera Lane
J. H. Harkley	1997 Carrera Lane
W. Biggs	1997 Carrera Lane
W. Harkley	774 Embassy Ave
W. Harkley	774 Embassy Ave
W. Harkley	794 EMBASSY AVE
W. Harkley	822 EMBASSY AVE
Rita Powell	920 Inverhouse Dr.

IT IS THE VIEW OF THE UNDERSIGNED THAT THE ADOPTION OF A
 NEW OFFICIAL PLAN FOR THE CITY OF MISSISSAUGA EXCLUDING
 PHASED DEVELOPMENT CONTROLS, AS PROPOSED BY CITY
 COUNCIL ON FRI JUNE 2ND 1975, WOULD NOT BE BENEFICIAL
 TO THE CITY OF MISSISSAUGA NOR THE RESIDENTS THEREOF

NAME	ADDRESS	V
<i>[Signature]</i>	915 Inverhouse Dr	#74
<i>[Signature]</i>	915 Inverhouse Dr.	#50.
<i>[Signature]</i>	915 Inverhouse Dr.	#56
<i>[Signature]</i>	915 Inverhouse Dr	#43.
<i>[Signature]</i>	915 Inverhouse Dr	#43
<i>[Signature]</i>	915 Inverhouse Dr	#28
<i>[Signature]</i>	915 Inverhouse Dr.	#28
<i>[Signature]</i>	915 Inverhouse Dr.	#24
<i>[Signature]</i>	915 Inverhouse Dr.	#24.
<i>[Signature]</i>	915 Inverhouse Dr.	#84.
<i>[Signature]</i>	915 Inverhouse Dr.	#50
<i>[Signature]</i>	915 Inverhouse Dr	#51.
<i>[Signature]</i>	915 Inverhouse Dr	#82
ART ROLES	915 INVERHOUSE DR	#27
<i>[Signature]</i>	915 Inverhouse Dr.	#27
<i>[Signature]</i>	915 Inverhouse Dr.	#67
<i>[Signature]</i>	915 INVERHOUSE DR	#62.
<i>[Signature]</i>	915 INVERHOUSE DR.	#78
<i>[Signature]</i>	915 INVERHOUSE DR.	#79
<i>[Signature]</i>	915 INVERHOUSE DR	#78
<i>[Signature]</i>	915 Inverhouse Dr	#25.
<i>[Signature]</i>	915 Inverhouse Dr	#23.
<i>[Signature]</i>	915 Inverhouse Dr.	Unit #31.
<i>[Signature]</i>	915 Inverhouse Dr	Unit #31.
<i>[Signature]</i>	915 Inverhouse Dr	#31
<i>[Signature]</i>	915 Inverhouse Dr.	#19
<i>[Signature]</i>	915 Inverhouse Dr.	#19
<i>[Signature]</i>	915 Inverhouse Dr	#35
<i>[Signature]</i>	915 Inverhouse Dr	55
<i>[Signature]</i>	915 Inverhouse Dr	

IS THE VIEW OF THE UNDERSIGNED THAT THE ADOPTION
OF A NEW OFFICIAL PLAN FOR THE CITY OF MISSISSAUGA
EXCLUDING PHASED DEVELOPMENT CONTROLS, AS PREPARED
BY CITY COUNCIL ON FRI. JUNE 2ND 1978, WOULD NOT BE
BENEFICIAL TO THE CITY OF MISSISSAUGA NOR THE
RESIDENTS THEREOF.

NAME	ADDRESS
Janet M. M. M.	2012 Carrera Lane
Janet M. M. M.	2010 Carrera Lane
Janet M. M. M.	2002 Carrera Lane
Janet M. M. M.	1976 Carrera Lane
Janet M. M. M.	1982 Carrera Ln.
Janet M. M. M.	1976 Carrera Ln.
Janet M. M. M.	1968 Carrera Lane
Janet M. M. M.	1950 Carrera Lane
Janet M. M. M.	1944 Carrera Lane
Janet M. M. M.	1949 Carrera Lane
Janet M. M. M.	1951 Carrera Lane
Janet M. M. M.	1946 Carrera Lane
Janet M. M. M.	1955 Carrera Lane
Janet M. M. M.	" "
Janet M. M. M.	1946 Carrera Lane
Janet M. M. M.	" "
Janet M. M. M.	1961 Carrera Lane
Janet M. M. M.	1981 Carrera Lane
Janet M. M. M.	1991 Carrera Lane
Janet M. M. M.	2005 Carrera Lane
Janet M. M. M.	2005 Carrera Lane
Janet M. M. M.	2011 Carrera Lane
Janet M. M. M.	2011 Carrera Lane
Janet M. M. M.	856 Embassy Ave.
Janet M. M. M.	854 Embassy Ave.
Janet M. M. M.	842 Embassy Ave.
Janet M. M. M.	806 Embassy Ave.
Janet M. M. M.	800 Embassy Ave.
Janet M. M. M.	1950 Carrera Lane

IT IS THE VIEW OF THE UNDERSIGNED THAT THE ADOPTION
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BY CITY COUNCIL ON FRI. JUNE 2ND 1978, WOULD NOT BE
BENEFICIAL TO THE CITY OF MISSISSAUGA NOR THE
RESIDENTS THEREOF

NAME	ADDRESS		
Barton	1927, Silverberry	Cross	
Cheshire	1925	"	"
Chapman	1919	"	"
Joel Miller	1913	"	"
Joe Alford	1909	"	"
W. J. Simons	1903	"	
Stidder	1901	"	
Mc Speth	1891	"	"
W. J. Webb	1891	"	"
W. J. Webb	1889	"	"
W. J. Webb	1879	"	"
Lord Mary	1871	"	
Margaret Fint	1859	"	"
Lily Thurgate	1855	"	"
W. J. Webb	1853	"	"
W. J. Webb	1853	"	"

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RESIDENTS THEREOF.

NAME

ADDRESS

Raymond Hand	1883 Bonnymede Dr.	Miss.
Mrs. A. Lebeas	1871 Bonnymede Dr.	Miss.
G. Vandaleeue	1867 Bonnymede Dr.	Miss.
Fred. Jean Brady	1897 Bonnymede Dr.	Miss.
E. Eghal	1885 Bonnymede Dr.	Miss.
E. Clark	1879 Bonnymede Dr.	Miss.
L. Began	1877 Bonnymede Dr.	Miss.
J. L. L. L.	1868 Bonnymede Dr.	Miss.
Riverley L. L.	1868 Bonnymede Dr.	Miss.
R. L. L.	1859 Bonnymede Dr.	Miss.
Patricia Bradie	1841 Bonnymede Dr.	Miss.
M. L. L.	1837 Bonnymede Dr.	Miss.
J. L. L.	1823 Bonnymede Dr.	Miss.
Anne Gibson	" " "	"
M. L. L.	1815 Bonnymede Dr.	Miss.
Shaun A. L.	1811 Bonnymede Dr.	Miss.
J. L. L.	1809 Bonnymede Dr.	Miss.
J. L. L.	" " "	"
J. L. L.	1801 " "	"
R. L. L.	1795 Bonnymede Dr.	Miss.
Brenda Keith	1795 Bonnymede Dr.	Miss.
H. L. L.	1770 " "	"
J. L. L.	1776 " "	"
J. L. L.	1778 BONNYMEDE DR.	"
J. L. L.	1784 BONNYMEDE DR.	Miss.
J. L. L.	1822 Bonnymede Dr.	Miss.

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NAME	ADDRESS	
Norm Kelly	1832 Bonnymede dr.	Clarkson Ont.
Ben Kelly	1832 Bonnymede	
Linda Fairrie	1836 Bonnymede	
M. M. Kelly	1844 Bonnymede.	
Patricia Kelly	1844 Bonnymede Dr.	
1844 Bonnymede Dr.		
1850 Bonnymede Dr.		
H. H. Mead	1856 Bonnymede Dr.	
1862 Bonnymede Dr.		
1895 Bonnymede Dr.		
1895 Bonnymede Dr.		
1907 Bonnymede Dr.		Clarkson Ont.
A. Ramsay	1907 Bonnymede Dr.	Clarkson Ont.
N. Larkin	1911 Bonnymede Dr.	Clarkson Ont.
N. Larkin	1911 Bonnymede Dr.	Clarkson Ont.
ERROL ALI	1917 Bonnymede DR.	Clarkson Ont.
G. Pallock	1921 Bonnymede Dr.	Clarkson
A. Kipson	1908 Bonnymede Dr.	Clarkson
1908 Bonnymede Dr.		
Margaret A. Waligora	1912 Bonnymede Dr.	Clarkson.
1912 Bonnymede Dr.		
1926 Bonnymede Dr.		
1926 Bonnymede Dr.		

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NAME

ADDRESS

RAY & DAVE MARBLE	1969 Silverberry Cres. Mississauga
Ken & Carol A. Ashworth	1975 Silverberry Cres.
G. W. Blustein	1984 Silverberry Cres.
G. H. Booth	1993 Silverberry Cres.
D. C. Guedi	1995 Silverberry Cres. Mississauga
Mr. J. J. J. J.	1111 Silverberry Cres.
E. J. J. J.	2007 Silverberry Cres.
John & Vivian Kato	2011 Silverberry Cres.
Patricia & Alan Kato	2013 Silverberry Cres.
Silviah B. Kato	1948 Silverberry Cres.
Mr. & Mrs. Kato	1948 Silverberry Cres.
Mr. & Mrs. Kato	1937 Silverberry Cres.
Mr. & Mrs. Kato	1955 Silverberry Cres.
Mr. & Mrs. Kato	1943 Silverberry Cres.
Mr. & Mrs. Kato	1939 Silverberry Cres.
Ray Kato	1971 Silverberry Cres.
Margaret Davidson	1971 Silverberry Cres.

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NAME	ADDRESS
Sharon Lowe	1994 Bonnymede Dr.
Kid Lowe	1994 Bonnymede Dr.
David L. Lowe	1992 BONNYMEDE DR.
Efra Egnib	1992 Bonnymede Dr.
Darryl Brewers	2006 Bonnymede Dr.
David Brewers	2006 Bonnymede Dr.
CH Woodstock	2004 Bonnymede Dr.
Donna Hunsicker	2004 Bonnymede Dr.
Mrs. Helen L. Bush	1988 Bonnymede Drive.
John L. H. Bush	1988 BONNYMEDE DR.
(Mrs) Nancy L. Lusk	1986 Bonnymede Dr.
Raymond F. Lusk	1986 BONNYMEDE DR.
Mrs. Jean Davidson	1982 Bonnymede Dr.
Mrs. K. B. Davidson	1982 Bonnymede Dr.
Mrs. J. King	1980 Bonnymede Dr.
Hildy. Chesser	1976 Bonnymede
Ed Add	1968 Bonnymede Dr.
W. Craig	1950 Bonnymede Dr.
Bozko Boris	1952 Bonnymede Dr.
Pill Roberts	1944 Bonnymede
Catharine Jasca	2010 Bonnymede Drive
Annie Sutton	1998 Bonnymede Drive
Annie Sutton	1998 "

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RESIDENTS THEREOF.

NAME	ADDRESS
MR. MRS JOHN McPHERSON	2012 SILVERBERRY CRES MISS
MR MRS VERNON DONALDSON	2004 SILVERBERRY CRES MISS
MR + MRS Peter Black	2000 Silverberry Cres
Mr + Mrs Alex Wylie	1994 Silverberry Cres.
Mr + Mrs. Michael Macdon	1992 Silverberry Cres.
Mr & Mrs B. K. BERI	1990 Silverberry Cres.
Mrs I. Buckle	1986 " "
Rudny Tagan	1982 Silverberry Cres.
Mr + Mrs Kucmenick	1980 Silverberry Cres
Mr + Mrs G. Kawakami	1938 Silverberry Cres. Miss.
Mr & Mrs T. Brown	1936 Silverberry Cres.
Mr + Mrs R. Gorman	1896 Silverberry Cres. Miss. O.D.
Mr + Mrs. David Howard	1880 Silverberry Cres. Mississauga
Mr & Mrs C. G. HALL	1860 SILVERBERRY CRES. MISSISSAUGA
P. P. McAllister	1864
Mrs Bellissimo	1866 Silverberry Cres. Mississauga
Mr. W. G. Johnson	1872 Silverberry Cres. Miss.
Mr. C. Sugiyama	1874 Silverberry Cres. Miss.
Mr. M. Scott	1876 Silverberry Cres Miss
Mr + Mrs. A. Ruchel + family	2006 SILVERBERRY CR. "

7-32

DAVIS, WEBB & HOLLINRAKE

BARRISTERS AND SOLICITORS
41 GEORGE ST. SOUTH
BRAMPTON, ONTARIO
L6Y 1P4

RONALD K. WEBB, O.C.
ANTHONY HOLLINRAKE, O.C.
THOMAS M. DUNN, B.A., LL.B.
CHRISTIAN G. SCHULZE, B.A., LL.B.
BRUCE W. TINSLEY, B.A., LL.B.
J. DAVID OSTLER, B.A., LL.B.
MARK M. PANKOWSKI, P.Eng., M.B.A., LL.B.

COUNSEL
F. JOHN GREENWOOD, O.C.
A. GRENVILLE DAVIS, O.C.
(1916-1973)

TELEPHONES
BRAMPTON 451-6714
TORONTO
AREA CODE 416

10th July, 1978.

His Worship the Mayor and Members of Council,
The Corporation of the City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Mr. Mayor, Ladies and Gentlemen,

Re: Draft Official Plan

We are solicitors for Markborough Properties Limited. Our client owns land in Meadowvale North, i.e. north of Provincial Highway 401 in the vicinity of Mississauga Road.

The draft Official Plan designates large areas of land Major Open Space which, in our respectful opinion, is unjustified in view of the following;

1. The land is in an area designated for industrial use and not for residential use as was once proposed.
2. There are major open space areas in the Parkway Belt and in adjacent Credit River Conservation Areas which fulfil all needs.
3. A substantial amount of the land is developable.
4. There is no commitment by the Municipality to acquire the land at its market value.

Our client does not object to the designation of land as Open Space if it is land requiring protection for environmental protection purposes. Such is not the case here to the extent shown.

Attached is a sketch outlining in red those areas to which we have referred which demonstrates the magnitude of the problem.

We will be present at the meeting in the evening on July 10, 1978 prepared to answer questions with respect to this matter or to make a presentation if you wish.

Our request is that you modify the Official Plan to delete from the Open Space designation all developable lands herein referred to.

Yours truly,
DAVIS, WEBB & HOLLINRAKE,
per:

R. K. Webb
(R.K. Webb)

RKW/vc.



I 22

43 Pine Ave. S.
Mississauga, Ont.
July 9, 1977.

The Mayor and Members of Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ont.

Gentlemen:

The Port Credit Residents Association would like to add its support to the position, taken by many ratepayer groups in this city, in favour of including phasing in Mississauga's Official Plan. It seems to us that there are several reasons that could be cited in support of phasing.

- 1) Given the difficulty involved in predicting the future, phasing seems to permit the City Council to more firmly control development and to encourage more coherent development. We were given to understand that phasing could be reviewed periodically by Council, which allows for some measure of flexibility in an otherwise rather rigid policy.
- 2) One of the most important advantages of phasing is that it rationalizes the planning processes for the City, the Region, and the School Boards. Long-range plans could be made with a bit more confidence, if local government agencies and departments knew the next area to be developed. It would seem that this argument could apply to both "hard" and "soft" services: roads and sewers, as well as schools, recreation facilities, public transit, fire stations, and so forth.
- 3) Planners and many others on city staff, including department heads, have supported phasing, from a professional point of view. Suddenly Council has decided to ignore the advice of those who should be in a position to offer the best advice.
- 4) If phasing is not included in the Official Plan, we feel that a responsible Council should request a Financial Impact Study for each proposed development, to ensure that no additional burden is imposed upon the present taxpayers.
- 5) It seems to us that, without phasing, the Official Plan placed before you, the members of Council, tonight bears little resemblance to the draft Official Plan placed before ratepayer groups and the general public for comment. Therefore, the only fair and reasonable course of action left to Council is to completely open up public discussion and debate on the Plan once more, through a series of meetings similar to those held earlier on the draft Official Plan.

Our reasons for supporting phasing have been sketchily outlined above and, no doubt, could be elaborated, but I think that our position is clear enough. In conclusion, I would strongly urge Council to include phasing in the Official Plan for the benefit of all residents of Mississauga.

Sincerely yours,

Keith Campbell

Keith Campbell,
Chairman, Port Credit Residents Association

I-34

Presentation to Mississauga City Council

10, July 1978

Many North American observers over the past 25 years have warned about the trend of using ever greater areas of farmland on which to locate our cities. To cite only two recent reports, Maurice Yeates estimates that about 2,155 square miles (1,379,200 acres) will be used up for direct urban development in the Windsor-Quebec City corridor in the thirty years from 1971-2001. David Gierman found that the population density of major Canadian urban areas (over 25,000 population in 1971) declined between 1966 and 1971 by nearly 6%.

These are sober studies, done not by observers who hate cities or who oppose all change and growth, but reflections by fair men who have faced the facts of where we are going in land use in our province and country. These amounts of land are substantial, but they are not large acreages compared to the vast spaces of good land in this country. Should we ignore such warnings? Can we afford to take what food land we will without measuring the cost?

The direct consumption of farm land for urban uses--buildings, roads and parks--is only part of our problem. The best estimates are that the sprawl around our suburbs ruins an additional acre of farmland for every acre used for development (Crerar). (Some of you may have noticed the untended farmsteads right in Mississauga and to the north and west.) This deterioration of farming is due not only to the boxing in and cutting up that results from the leap-frogging and the lacing of the scattered development. It is due no less to the gnawing expectation that the future in the area is uncertain but that farming is eventually doomed willy-nilly.

Our research indicates that Ontario, rich in farmland and favourable climate as it is, is far from self-sufficient in food production. The table following shows the percentage of self-sufficiency of major food stuffs as of 1961-62, 1975-76, together with projections for 1985.

	<u>61-62</u>	<u>73-74</u>	<u>75-76</u>	<u>85</u>
Beef	103	73	79	57
Pork	103	81	83	75
Poultry	109	98	95	83
Eggs	128	117	105	110
Dairy Products	110	83	90.7	83
Fruit	88	62	58	46
Vegetables	141	120	126	110
Potatoes	97	58	70	46
Wheat Flour	95	71	123	74

(Economists of the Ministry of Agriculture and Food has confirmed this picture in the main. However they estimate that we are currently nearly self-sufficient in pork; this calculation is still being discussed.)

To the extent that Ontario foods increasingly are imported from long distances, our food supplies and food prices will be increasingly within the controls of others. Peoples throughout the world are taking the lessons from the international oil cartel, noting the possibility of abuse of food power, and gearing up their agriculture in response. Will Ontario?

The afflictions of haphazard development affect not only farming but the future urban residents as well. The costs of servicing dispersed and desultory residential and commercial development are exorbitant (Blumenfeld). The spectre of unrelieved sub-divisions, without identity and definition, as major cities expand to meet one another, is an offense to common aesthetic sensibility. The effect on morale and on the moral fabric of an unmanaged environment whose basic signals are taken from the mercenary desires of a few firms can only be in one direction. Where the direction and timing of development is left uncertain, the selling price of new homes must be high enough to compensate for the resulting inefficiencies of land assembly (Yeates). Wrong-guesses and mistakes in speculative land assembly are expensive, and they are paid for eventually not by the developers but by the end users.

It is axiomatic that we require expanded residential and industrial development. The uncertainty of how much and where is the source of the afore-mentioned problems. It is also, therefore, the locus of any solutions available to us. Careful estimates of urban land needs for the ensuing years and as far as can be foreseen are a definite responsibility. Experienced observers widely agree that future urban residential densities need not greatly increase, even while we take substantially less land to house increased population (Blumenfeld). This is because of the availability of much vacant land within existing urban and suburban boundaries.

It is increasingly recognized that previous projections for growth of population and economic activity are now obviously too high. Thus the following conclusions were drawn by the Ontario Ministry of Housing in 1977:

1. Growth in housing requirements has peaked but should remain at high levels until the mid-1980's.
2. After 1986 all areas of the province should experience a substantial decline in new housing requirements.
5. Most major urban centres are planning for growth in excess of our forecasts.

(Ontario Housing Requirements 1976-2001)

Furthermore "Canadian statistics similarly [to the U.S.] are beginning to indicate a substantial [population] shift from large metropolitan areas to small communities" (Ontario Ministry of Treasury, Economics and Intergovernmental Affairs, 1976). Projected housing and industrial land needs must be carefully justified; otherwise we will re-live our present embarrassment of having failed to foresee the end of the baby boom and its impact on educational requirements.

Granted the need for preserving good farmland. Granted that Mississauga need not develop all its open land in the foreseeable future. In view of the impact of tremendous urbanization in and around Mississauga already, is it at all feasible to try to reverse major trends at this juncture?

The decisions facing this Council in 1978 are immeasurably more difficult than they had been 20 years ago. At the Resources for Tomorrow Conference at Montreal in 1961, Dr. Crerar of B.C. concluded "We are building blindly." And again, "Supply [of land] is gauged by the seat of the pants and demand by hunches. The normal procedure is to overestimate demand and underestimate supply". Today the crucial point is in Mississauga, tomorrow it may be Milton or Aurora. The question is, is there anywhere that we are going to say that, despite the pressures, here a block of number one land will be kept in farming indefinitely. Here the expectations that have been build up for unhampered development--likely over-optimistic expectations, in any case--will have to be unfortunately disappointed. Here the public weal is clear for the future so far as we can see, and we must set plans on that basis.

Statements of encouragement for agriculture and for sound urban planning, realistic budgeting, whether at the provincial, regional, or municipal level, are not meaningful if they are only applied at points where there is no significant contrary pressure anyway.

Respectfully submitted,
Richard Wietfeldt
Director of Research
Ontario Federation of Agriculture

135

MISSISSAUGA-OAKRIDGE RESIDENTS ASSOCIATION

1/1/81

July 19, 1978.

The Members,
The City Council,
The City of Mississauga.

Dear Council Members:

This will advise you that the Mississauga-Oakridge Residents Association, at an Executive Committee meeting on July 9, 1978, resolved to support resolution No. 72. moved before Council on February 9, 1972 by then Councillor David Culham and seconded by then Councillor Ronald Searle.

THAT the City adopt the recommendations to delete from the major arterial road system, the Queensway west of Mavis Road, that the Credit River Bridge be deleted from all budget projections, and further that the City so inform the Region to incorporate this policy decision in the Regional Official Plan and road by-laws.

THEREFORE, this Association goes on record as recommending the deletion of the Credit River Bridge from the Official Plan and leaving the Blythe Road allowance at its present width of 66 feet. The Association recommends further that the road designation "Blythe Road" be retained.

The Association's reasons for presenting this resolution are that it is the Association's belief that the costs of extending the Queensway west of Mavis Road and of constructing the Credit River Bridge would not be justified by the benefits which might be derived from carrying out those projects. The Association believes further that adoption of these recommendations is required for the preservation of existing neighbourhoods.

The fact is that the area is already adequately served by the existing arterial road system.

Respectfully submitted,

James A. Tannan
Mississauga-Oakridge Residents
Association.
James A. Tannan.
Secretary.

RECEIVED

Jul 19 1978

THE COUNCIL OF SOUTH MISSISSAUGA COMMUNITY ASSOCIATIONS

(CSMCA)

officers present in the Council chambers,
City of Mississauga, Monday, July 10 1978

Don Clarkson, CHAIRMAN
Guenter Stueven, VICE-CHAIRMAN
John Woolsey, SECRETARY

.... Murray Mogan, PAST CHAIRMAN (designated speaker)
Brian Johnston, PAST CHAIRMAN

CSMCA is a federation of all resident
groups and associations in Clarkson and
Lorne Park. (ward 2)

1. Balboa-Crozier Action Group
2. Bramblewood Lane, Van Winkle Court, &
Albertson Cres. Ratepayers Association
3. Clarkson Road South Ratepayers Association
4. Fairbirch Residents Group
5. Fairfield Manor Residents Association
6. Lorne Crest Community Association
7. Lorne Park Estates Association
8. Meadowood-Rattray Residents Association
9. Owenwood Residents Association
10. Park Royal Community Association
11. Southdown Orchards Area Residents
Association
12. Tecumseh Area Residents Association
13. Trenholme Community Association
14. Whiteoaks-Lorne Park Community Association



The Corporation of The City of London
The Office of The Mayor

Jane Bigelow

Mayor

300 Dufferin Avenue,
London, Ontario,
N6B 1Z2,
July 7, 1978.

Councillor Hazel McCallion,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Councillor McCallion:

Enclosed is the background information on Staging in the City of London.

Removal of Stage II designations has been a gradual process and such removal must be by Official Plan amendment. A sample of such an amendment is also enclosed. I believe that this is basically the information you require.

If I can be of any further assistance, please let me know.

Sincerely yours,


Jane Bigelow,
Mayor.

Enc.

... that, on the recommendation of the Planning Administrator - Long Term and the application by Cadillac Fairview Corporation Limited (received March 29, 1977 and amended May 18, 1978) the Official Plan be amended in accordance with the attached Amendment:

- i) to remove the Stage II component from the Masonville District Centre on Map No. 1;
- ii) to remove the Stage II component from the Major Commercial Area and High Density Residential Area designations located in the south-east quadrant of Richmond Street and Fanshawe Park Road on Map No. 2;
- iii) to add a policy regarding the phasing of development in that Major Commercial Area;

it being pointed out that the Planning Administrator - Long Term recommended approval of the original application involving the Major Commercial Area to the Planning Board in July, 1977, and that, although a retail study is not a policy prerequisite of this Amendment, the study prepared by Cadillac-Fairview Corporation Limited to support its application has been reviewed by the Planning Administrator - Research who is satisfied that the findings of the study provide justification for the retail commercial development recommended therein. (59.24.4)

6. (2.10) That, on the recommendation of the Planning Administrator - Development in connection with the application (received in March, 1977) by Highway Realities Limited (Texaco Canada Limited) concerning a 0.20 hectares ($\frac{1}{2}$ acre) parcel of land located at 359 Wellington Road (south-west corner of Base Line Road East), the following actions be taken:

- SAMPLE -

7-A2

OUTLINE
FOR A
STAGED DEVELOPMENT PROGRAM
FOR
THE CITY OF LONDON

CITY OF LONDON PLANNING DEPARTMENT

MAY 1968

His Worship Mayor Herb J. McClure,
and Members of City Council.

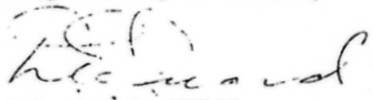
Your Worship, Con. Fullerton and Gentlemen:

I respectfully submit herewith for your consideration the following outline of a Staged Development Program. It is my carefully considered opinion that it is only through adherence to a properly prepared and carefully executed Staged Development Program that efficiency in the allocation of public money for municipal services and facilities can be achieved. Council is aware of the ever-increasing demands for these services, their rising cost and the growing inability of the City, its Boards and Commissions to find the money for these services. It is therefore essential, in my view, that the maximum efficiency in the use of such money that is available be achieved.

This proposal does not entail the use of any additional powers by the Council, Boards and Commissions but rather the more logical use of powers which already exist and are being used. These powers, in some instances, are being used in an unco-ordinated manner due to the lack of stated objectives and guidelines for achieving these objectives.

A Staged Development Program would not replace or supersede the Ten Year Capital Program but would be one of the bases for the formulation of the Capital Program and for its annual review. It is intended to serve as a guide to the Board of Control and Council in their formulation of the Capital Program and the Annual Capital Budgets.

Respectfully submitted,



D.E. Guard, MTPIC,
PLANNING DIRECTOR.

DEG:cb.

STAGED DEVELOPMENT PROGRAM

CONTENTS

- I The Need
- II The Objectives
- III The Principles
- IV Implementation

STAGED DEVELOPMENT PROGRAMMING

I. THE NEED

1. One of the principal sources of waste in municipal government is the required extension of utilities and roads and the provision of schools and other public services to isolated areas which have been developed prematurely.
2. The partial development of areas results in waste of public money because services and facilities which have been provided are not used to their full potential.
3. It is well known that many areas in the City were not provided with all the essential services and facilities when they were originally developed. In the past, too many developments within the London urban area were permitted to proceed at the same time and it was beyond the financial ability of the particular municipality to provide the required services. In such cases, it is much more costly to install services after development than at the time of development in a co-ordinated and balanced manner. Due to the resultant financial burden, the City's program of completing deficient services has been delayed in many areas where they are urgently required.
4. The Board of Education, Separate School Board, Public Utilities Commission, and other boards and agencies have insufficient guidelines for programming their capital expenditures if there is no municipal staged development program.

II. THE OBJECTIVES

The objectives of development programming in London are as follows:

1. To direct urban development and redevelopment into the most desirable and economical locations at the appropriate time.
2. To promote compact urban growth.
3. To provide for a reasonable balance in the rate of development of land for the major land use categories namely: residential, industrial, commercial and public and open space uses.
4. To provide for the concurrent development of different levels of housing to meet the needs of the various income groups.
5. To direct the various municipal departments and related boards and commissions when planning their individual programs, and to assist the federal and provincial governments, City Council and other public agencies to program their capital works as part of the overall city development program.
6. To provide a basis for an efficient and orderly construction program of neighbourhood and community facilities.
7. To provide guidelines for private developers and investors in their long-term planning and financing programs.
8. To ensure that there is an equitable distribution of funds for:
 - a). augmenting facilities in areas of existing development;
 - b). the redevelopment of older areas; and
 - c). the development of new areas.

It is these broad objectives which should be contained in the Official Plan as statements of policy. Some of them are already set out in the existing Official

Plan. As statements of intent they ensure continuity with succeeding Councils and therefore any changes in these policies should require the approval of the Minister of Municipal Affairs.

The achievement of these objectives, however, through an implementing development program, should be in the hands of Council. The objectives can only be achieved if Council sets out, by resolution, the sequence in which inadequately serviced areas of the City are to be better serviced and the sequence in which specified areas of the City may be developed or redeveloped. This is the main substance of a Staged Development Program. This part of the Program could be changed by resolution of Council, not requiring approval of the Minister, after careful consideration of the factors justifying such a change.

III. THE PRINCIPLES

1. The following factors would be considered in assessing the amount of growth to be anticipated in the City during the period of the Program:
 - the projected population growth as related to commercial and industrial expansion;
 - trends in the intensity of residential, commercial and industrial uses of land;
 - projection of land requirements for these land use categories taking into account in-fill and redevelopment.
2. The location of new development and redevelopment would be based on the following factors:
 - an assessment of the potential of all existing services and facilities (i.e. sewers, pollution control plants, roads, watermains, schools, recreation facilities, etc.) which are not being utilized to their full capacity;

- a study of the logical extension of these existing services and facilities based on topography, soil conditions, and the capacity of the existing services to accommodate their extension;
 - the ease with which land in a given area can be assembled, either by a developer or by the collective effort of individual owners, into parcels of sufficient size to encourage orderly and economical development;
 - major long-term plans of land developers which have been approved in principle;
 - the achievement of compact areas of development to allow for the efficient provision and optimum use of public facilities and services.
3. The sequence in which various areas of the City will be assigned their priority for the provision of services would be based on the following factors:
- areas of established development and areas in the process of development which are deficient in municipal services and facilities;
 - development proposals for which approval in principle has been given on the assumption that municipal services and facilities will be made available;
 - development proposals of substance which are currently being considered by administrative staffs of City Council, local boards and commissions;
 - physical factors which determine the order in which specific parts of a service area (e.g. a drainage area or school area, etc.) should be provided with municipal services or facilities;
 - the long-term plans of land developers;

- the maintenance of a broad range of housing in terms of both type and economic level, bearing in mind that different areas of the City lend themselves to different types and levels of housing;
- the overall financial capability of the City to finance the provision of municipal services and facilities and the rate at which funds can be made available for this purpose.

IV. IMPLEMENTATION

Having regard to all of the foregoing it is submitted that the programming for development should be divided into three broad stages.

STAGE I

Stage I should span about a 10-year period. The lands to be included in Stage I are the only lands in which the following elements should occur within this 10 year period:

- (i) completion of services in areas where development already exists but where certain services are deficient or completely lacking;
- (ii) infilling of partially developed areas;
- (iii) new development;
- (iv) redevelopment.

STAGE II

Stage II should span an approximate 10-year period subsequent to Stage I. The lands to be included in Stage II are the only lands in which the following elements should occur within that 10-year period:

- (i) completion of uncompleted elements of Stage I;
- (ii) new development;
- (iii) redevelopment;
- (iv) infilling of partially developed areas;
- (v) completion of services in areas where development already exists but where certain services are deficient or completely lacking.

It will be noted from the order in which the above processes are listed that the emphasis in Stage II would be placed on new development and redevelopment as it is anticipated that infilling and the completion of deficient services would largely have been completed in Stage I.

STAGE III

Stage III should apply to the time period beyond Stage II and beyond the period of the Official Plan. The lands which would be included in Stage III are all lands which were not included within Stages I and II and in addition those within which there are uncompleted elements from Stages I and II.

A ten-year period should be used as the basis for defining the broad stages of development because such a period relates to the City's capital programming and the Official Plan.

Timing is, of course, important in assisting Council, local boards and commissions to properly forecast their capital expenditures. However, no specific dates should be applied to a particular stage. By not assigning specific dates it will be possible to adjust the scope or duration of a stage of the program to recognize factors which might significantly alter the rate of growth of the City. Therefore a change in the rate in which land is urbanized will not invalidate the planned sequence of development.

It is the sequence in which development should occur, rather than the specific time when it should occur, which is the major concern of a Staged Development Program.

A new stage of development should not be commenced until, in the opinion of Council, the completion of deficient services, infilling, new development and redevelopment scheduled for the previous stage have been substantially completed.

Within a particular stage more land should be designated for development than is expected to be absorbed by the projected population growth. The purpose of such a policy is threefold:

- firstly, - to provide citizens with a greater choice of accommodation;
- secondly, - to provide developers with a choice of land;
- thirdly, - to avoid artificially inflating the value of the land designated for development.

With the adoption of a Staged Development Program setting out Council's general intentions over approximately 10-year periods, it would no longer be necessary to prepare capital programs of a 10-year duration. Instead, capital programs of a 5-year duration could be adopted in accordance with the direction of the Ontario Municipal Board.

The projects assigned to Stage I should be divided into two five-year phases. The first of these phases would provide the basis for the first Five-Year Capital Program. Succeeding Five-Year Capital Programs, adopted annually, would extend progressively into the second phase until the end of Stage I is reached. At that time, Stage II would be divided into two five-year phases and the annual Five-Year Capital Programs could then extend progressively into the first phase of Stage II.

In summary, phases are intended primarily to assist in the preparation of the Five-Year Capital Program. Council would be free to move a project from one phase to another. Stages however, represent a firm declaration of Council's policy with regard to long-term development. Projects should not be moved from one stage to another without careful consideration of the significance of this action and the implications to the various parties affected by the change. In any event changes should only be made within the context of the Official Plan.

It should be noted that in having a Five-Year Capital Program extend from one phase into another, or even from one stage into another, there is no implication that a particular project is being moved from one phase to another or one stage to another.

The Staged Development Program should be reviewed at five-year intervals in conjunction with the comprehensive review of the Official Plan.

Report on Clause 1.B(c) of the 46th Report of the Committee of the Whole, resolved by Council at its meeting of November 29, 1971, which reads as follows:

"All applications will be reviewed by the Planning Commissioner with the highest priority to be given those requiring the least expenditure for additional municipal services, schools, parks and recreation per housing unit;"

- A. Basically the present staging program in the 1971 Official Plan sifts out large and essentially undeveloped areas within the City which are of obvious prematurity for development in the 1970's. The salient staging criterion was that priority be given to development which would infill existing districts and neighbourhoods, in order to take advantage of any existing service and facilities both in terms of convenience and economics. In this respect the Official Plan's staging program does give priority in a broad sense to areas requiring the least expenditure for municipal services. Also the resultant economy is and should be relevant to both public and private investment in services because the future home owners or tenants ultimately bear the total costs.
- B. There are inherent problems in considering development applications in regard to their relative economic effect on the provision of municipal services on an ad hoc basis.
1. A more economical development could be proposed immediately after a development proposal, which is deemed "requiring the least municipal expenditure", has been approved. Development applications are dealt with on a day-to-day basis rather than as a collection of applications which can be compared to determine their relative economy.
 2. The actual determination of a residential unit cost of the various services would be extremely difficult. For instance, if additional parkland is required in a given area it would be difficult to determine how much of the cost should be attributable to, say, a specific number of town housing units being proposed.
 3. The time and cost for the various boards, departments and commissions to evaluate applications in terms of a unit residential cost or even to compare one application with another would be excessive. Similarly any dispute with an applicant could lead to costly and lengthy hearings.
 4. There are social considerations which could be taken into account in a refined staging program but which may be overlooked or given insufficient emphasis when the comparative economy is the deciding factor in the approval of new developments on an ad hoc basis. For example the need for a particular housing type or for a variety of locations within the City should be taken into consideration despite a possible diseconomy of providing municipal services or facilities.
 5. Some areas of the City are deficient in certain services and facilities. Additional development proposed for such areas could necessitate the provision of those services and facilities but at the same time justify them. It could therefore be desirable to generate the additional need despite any possible apparent diseconomy relative to locating the development elsewhere.

6. The evaluation of development applications ad hoc on the basis of least expenditure for the City - rather than by designating geographic areas which meet the City's economic priorities - would place developers and land owners in the untenable position of not knowing beforehand whether an application is likely to be acceptable to the City. If geographic areas which are likely to cause excessive expenditure by the City are predetermined then the time and expense of preparing and evaluating development proposals could be avoided. We anticipate that the Ontario Municipal Board would take a dim view of a development climate in which the areas of the City which may be developed are not clearly set out as public information.
- C. In view of the above we suggest that the appropriate way to ensure that approval is given only to residential development which meets the City's economic priorities for the provision of various services is to refine the present staging program in the 1971 Official Plan. Geographic areas within the large area designated Stage I and which can be fully serviced economically could be designated as "priority development areas". Such designation could be established as policy guidelines of Council and modified from time to time as circumstances change. Alternatively they could be set out in the 1971 Official Plan under Section 7 - Development Programming and Co-ordination; so all future subdivisions and zoning by-laws must conform and the public would be fully aware of the policy. The refined program should also take into consideration other Official Plan policies such as the need to encourage redevelopment.
- D. The preparation of a refined staging program as suggested above would require the provision of an extensive amount of information and cost estimates from the various departments, boards and commissions affected. The following is generally what would be required.
1. Schools
 - a) inventory of enrolment trends of each existing school - and available capacities and number of portables, etc.,
 - b) plans for any school expansion, replacement, phasing out, etc. and estimated costs,
 - c) policy changes which could affect size of school, number of grades in each school, etc. and minimum and maximum size of schools,
 - d) other information deemed pertinent by the school boards.
 2. Parks
 - a) up-dating the 1965 parks study,
 - b) estimated requirements and costs to bring each District or Planning Unit up to a suitable standard. This would include park development and land acquisition costs,
 - c) other information deemed pertinent by the General Manager of the P.U.C., Joint Parks Sub-Committee, Planning Commission, etc., etc..
 3. Recreation
 - a) inventory of existing (with comments on capacity) and needed recreational facilities for each District or Planning Unit,
 - b) estimated costs of such facilities,
 - c) suggestions for priorities in providing the facilities with reasons cited,
 - d) other information, deemed pertinent by the General Manager of the P.U.C..

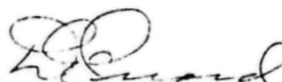
4. Sewers, Watermains, Roads, Etc..

- a) Completing maps showing those areas that can be served with lateral sewers and watermain from existing mains and those mains to be constructed to serve approved developments. (Some of this work has been done already in connection with staging for the 1971 Official Plan),
- b) inventory of available capacities or capacity problems, needs for additional expenditures to develop certain areas such as pumping stations, etc.,
- c) a general assessment of which areas of the City would require the least expenditure for road and intersection improvements. The transportation study to be done will set out some priorities when completed and could be influenced by a refined staging program,
- d) other information deemed pertinent by the General Manager of the P.U.C. and the City Engineer.

The co-ordination of the above data would not lead to the calculation of cost per residential unit for different areas, as that would not be feasible. But areas of low cost would be revealed. The onus could then be on developers to demonstrate that other areas, if developed residentially, would not generate high servicing costs for the City.

- E. It cannot be determined at this time whether a refined staging program in terms of expenditures alone would severely limit areas where development could take place. A "tight" staging program may inflate the price of land to the extent that economies gained by the co-ordination of private and public investment may be lost through higher land prices. This does not imply that the use of economic considerations for planning is undesirable - rather it suggests that if an excessively monopolistic situation is created, then steps to deflate land prices will be required. Land banks or public land assembly schemes could be effective in this regard. The latter may also be desirable in areas of low servicing costs which have a problem of fragmented land tenure.

G. Miles/pb
March 2, 1972.


D.E. Guard, MTPIC,
PLANNING COMMISSIONER.

June 23, 1971.

REPORT ON SUBMISSIONS ON THE PROPOSED
1970 OFFICIAL PLAN PERTAINING TO
STAGE II DESIGNATIONS

Nature of the Report

This report consists firstly of a brief outline of the broad factors that must be taken into account in the review of objections to certain lands being designated Stage II, i.e. factors which apply to the objections collectively. Secondly, the nature of specific objections is outlined and commented on and specific recommendations provided. Also included in this report are recommendations for changes in staging designations for certain lands initiated by the Planning Department arising from consideration of the staging objections.

Collective Considerations

Rational consideration of objections to certain lands being designated for development in Stage II requires the following:

- (1) their consideration in the context of the whole City,
- (2) recognition of the objectives of the City upon which the need for the staging program has been based,
- (3) review of basic criteria used to determine the appropriate sequence of development, and
- (4) the consideration of each individual objection in light of those criteria together with specific factors pertinent to each.

The following paragraphs elaborate on the first three general considerations above and the attached specific reports on objections relate to the fourth.

Section 3 of the 1970 Official Plan indicates that lands within the present City boundaries can accommodate a population well in excess of 500,000, whereas the projected population by the end of 1990 is approximately 400,000. Similarly, Section 4.4.5.1. of the Plan states that the areas designated Stage I can accommodate a population well beyond the City's anticipated 1980 population; therefore a good deal of land designated Stage I will not develop during Stage I. A further refinement of the sequence of development will be necessary even in the Stage I area and will be the essential subject of policies to be set out in Section 7 of the 1970 Official Plan.

Section 12.2.1.4. of the existing Official Plan enunciates the policy concerning staging of development that "...the time sequence in which (such) lands may be developed will depend upon the order in which it becomes economically feasible for local public authorities to provide an integrated program of construction and extension of public improvements and services". In terms of economics it is obviously desirable, firstly, to direct growth to areas where public services and facilities have already been provided and secondly, to encourage further residential development in certain areas so that needed facilities will be utilized fully when they are provided. Private investment in urban services such as shopping facilities, drainage works, etc. should also be utilized to capacity as swiftly as possible. Guidelines are accordingly required to achieve greater efficiency in the allocation of both public and private investment in urban services and facilities. It follows that a major criterion in determining areas for priority of development is the completion of partially developed neighbourhoods and the completion of districts which already have major facilities such as a secondary school or have such facilities allocated. Generally these areas designated Stage II are not only peripheral to the city as a whole but are peripheral to district centres. They also tend to be the furthest distance from existing drainage systems.

The above criterion has sociological implications. The completion of neighbourhoods and districts with existing or allocated major facilities will result in the facilities being more convenient to the users as the residential areas will be more compact. Also those residents of partially completed neighbourhoods and districts will have a shorter period of time to wait for needed facilities.

Commitments by the City are recognized whether directly through approval of developments or indirectly by approval of major expenditures by developers for services such as drainage works. Capital budgets of the various public authorities in the City also reflect those commitments.

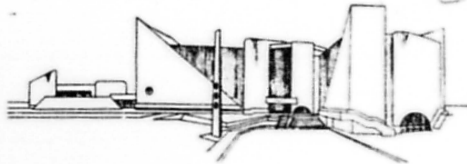
There are other factors used to determine priority of development which are cited with reference to specific Stage II designation objections attached.

R.W. Tracy, M.P.C.,
DIRECTOR OF LONG TERM PLANNING.

CM/pb

Paul Cosgrove
Mayer

The Corporation of
The Borough of Scarborough
150 Borough Drive
Scarborough, Ont. M1P 4N7
Telephone (416) 438-7222



J-38

July 7, 1978.

Councillor Hazel McCallion,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Mrs. McCallion:

In response to your inquiry, I am enclosing with this letter a copy of the Seventh Consolidation of the Official Plan for the Borough of Scarborough. You will see the Plan was adopted by Scarborough Council on April 11, 1957.

In the intervening years, growth in Scarborough has exceeded over 200,000 people, and we estimate that there are over 400,000 residents in the municipality at this time.

I have lived in Scarborough since 1953 and have been a member of Scarborough Council since December, 1969.

I am a strong fan of Official Plans in the growth process, especially where the pressures have been as pronounced for expansion here in the Toronto Centred Region. I believe that the Official Plan is an indispensable tool in shaping the growth of our City; in many respects, the positive aspects which we admire in our City are primarily due to the adherence to the orderly development slated in the Plan adopted originally in 1957. There have been a number of amendments to the Plan and, of course, the Plan is continuously updated in an attempt to tailor aspects of the Plan to changing times.

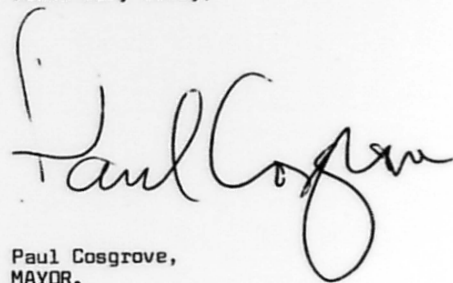
For all that, it is my opinion that in Scarborough's development where major deviations from the Plan have occurred (such as jumping from one phase area to another, as outlined in Schedule "D" of the Plan) we have suffered both short term and long term consequences - which I believe are a diminution in quality of the development which would otherwise have occurred. In many respects this comment is a wide generalization and based on personal preference, but I have no hesitation in making the generalization

2.

that the major deviations from the originally scheduled orderly development Plan, have always introduced unnecessary problems and a less than satisfactory result in development.

I am sure that our Planning staff can give you detailed history of the administration of the Plan if you need further information, but I thought that my overall impression might be of interest to you.

Yours very truly,

A handwritten signature in cursive script, reading "Paul Cosgrove". The signature is written in dark ink and is positioned below the typed name.

Paul Cosgrove,
MAYOR.

ns

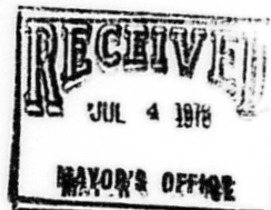


Office of the
Minister

Ministry
of
Housing

Hearst Block
Queen's Park
Toronto Ontario
M7A 2K5

July 4, 1978



His Worship
Mayor R.A. Searle
City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Dear *Mr. Mayor*:

Thank you for your letter of June 28, regarding the phasing of residential development. I have read the letters which you forwarded to me and I can say without hesitation that I fully agree with the comments made by my predecessor, the Honourable John Rhodes.

As a former elected municipal official, it has always been my philosophy that a city such as Mississauga should have the flexibility within its official plan to decide where specific development should take place provided that the official plan sets out established criteria as, I understand, your proposed official plan does.

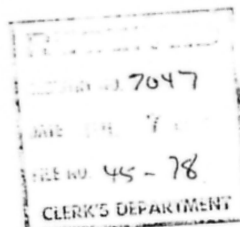
If you would like any further discussion on this matter I would be pleased to meet with you at the earliest opportunity.

Yours sincerely,

Claude F. Bennett
Minister

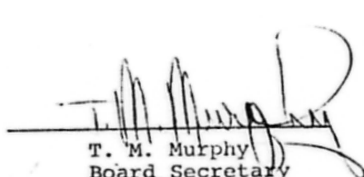
I-31

ENVIRONMENTAL APPEAL BOARD
NOTICE OF LOCATION OF HEARING



The Environmental Appeal Board hereby gives notice that the hearing regarding Tricil Limited which was adjourned on June 19, 1978 will resume on Monday, July 17, 1978 at 10:30 o'clock in the morning (local time) in the Council Chambers, City Hall, 1 City Centre Drive, Mississauga, Ontario.

Dated at Toronto
this 5th day of July, 1978.


T. M. Murphy
Board Secretary

TO BE RECEIVED
COPY HAS BEEN SENT TO
W. TAYLOR, R. EDMUNDS & B. CLARK